



VAN METRE HOMES AT MANASSAS

DESIGN GUIDELINES

MANASSAS, VIRGINIA
April 12, 2021



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INTRODUCTION

The Van Metre Homes at Manassas project is a residential development designed in accordance with the purpose and intent of the B-3.5 City Center Planned District. The project will provide a mix of housing types beyond the City downtown core that are convenient to the VRE rail station and compatible with the existing community.

Given the property's identification as Downtown in the Manassas 2040 Comprehensive Plan, the applicant has proposed a compact, residential neighborhood to include an integrated mix of single family attached townhomes, multifamily back to back units, and single family detached homes. The residential units are organized within an efficient grid pattern that orients primary architectural facades towards the street. The community open spaces will be publicly accessible via an extensive network of sidewalks and trails that create a walkable community.

The Manassas 2040 Comprehensive Plan describes the design characteristics that are essential in guiding proposed development. Each of these areas is addressed within these Design Guidelines with precedent imagery, illustrative graphics and a specific narrative describing the elements of the proposed plan.



The Van Metre Homes at Manassas Design Guidelines are intended to be a framework for development to be used by developers, stakeholders, and municipalities, during the design process and implementation phase of the project. This document should be utilized as guiding principles for the vision of the community and to aid in the implementation of that design. The Design Guidelines aim to be prescriptive enough to create a framework for design but flexible enough to allow for creativity and innovation in design. These guidelines address the following topical areas:

- » Physical and functional integration of the project elements
- » Architecture
- » Vehicular / Pedestrian Experience
- » Parking
- » Landscaping
- » Open Space / Amenities

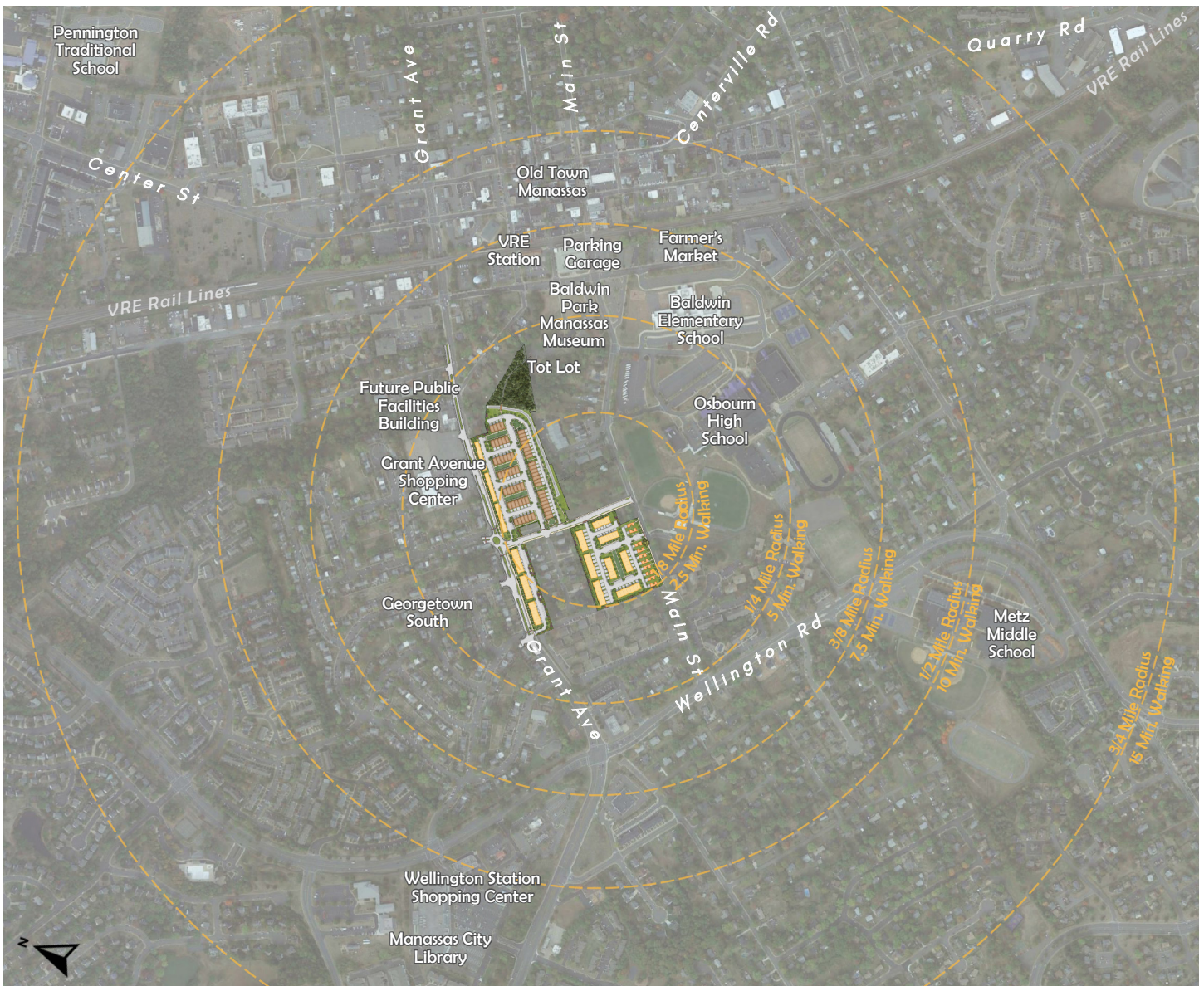
1.1 Design Goals

- » A development that creates a sense of enhanced community and neighborhood for its residents, through a plan that is pedestrian friendly and provides usable recreation amenity spaces.
- » Enhance the inventory of attractive residential homes around the adjacent downtown core.
- » Ensure community longevity through the design of neighborhoods that will endure over time.
- » Create an integrated vehicular and pedestrian network that provides links to the adjacent residential communities, civic uses, and the downtown core.
- » Create visual interest throughout the development by implementing thoughtful architectural design, landscaping and public spaces.
- » Maintain character of Main Street and Grant Avenue by providing complimentary housing types.



1.2 Site Context

Van Metre Homes at Manassas is located entirely within the Downtown core area of the City of Manassas and adjacent to Transitional Neighborhood to the east. The project is comprised of an assemblage of approximately 17 acres, and is located on the east side of Grant Avenue, both north and south of Bartow Street and extends to the east to Main Street. The project is east of the future public facilities building and existing Georgetown South, and west of Osbourn High School. The property is within the limits of the Manassas 2040 Comprehensive Plan, located in the Downtown core. The Manassas Amtrak VRE rail station is conveniently located less than 1/3 of a mile from the proposed development.



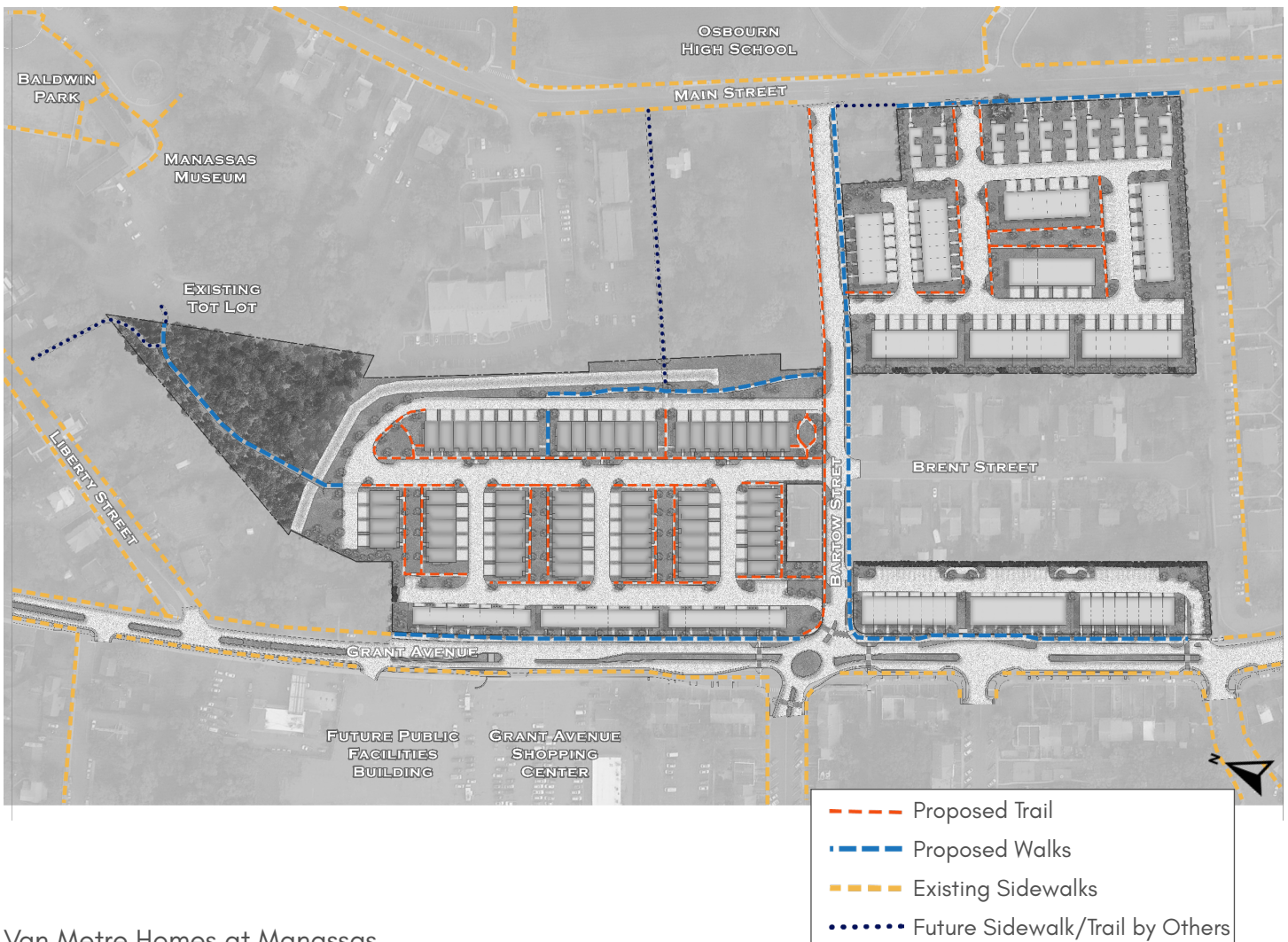
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VEHICULAR & PEDESTRIAN NETWORK

2.1 Pedestrian Connectivity

Van Metre Homes at Manassas will strive to create a community with a safe and comfortable walking environment. Sidewalks and trails will connect residents to recreational amenities, as well as providing access between homes, parking, adjacent properties,

perimeter streets, and the historic downtown core. Accessible routes will be implemented throughout the community to provide access for people of variable abilities. Pole-mounted light fixtures will be located throughout the community to provide adequate illumination and create a safe pedestrian experience.



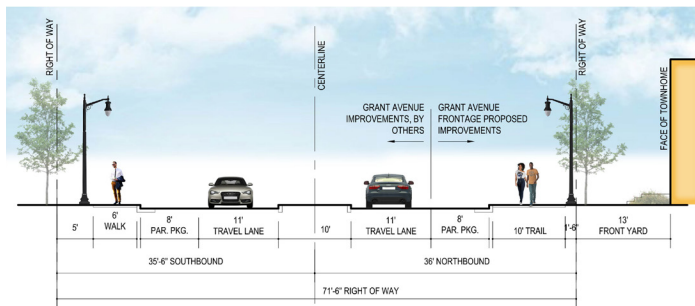
2.2 Typical Street Sections

Street sections shown in the GDP illustrate the relationship of homes, roadway and open space within the community and to the adjacent properties. The sections illustrate how the project is buffered and connects to the surrounding community.

Proposed street sections are based on the City's Complete Streets Typology and provide a safe and convenient environment for all users including pedestrians, cyclists, motorists and transit riders. Pedestrian sidewalks for new development will be coordinated to connect to the existing infrastructure.

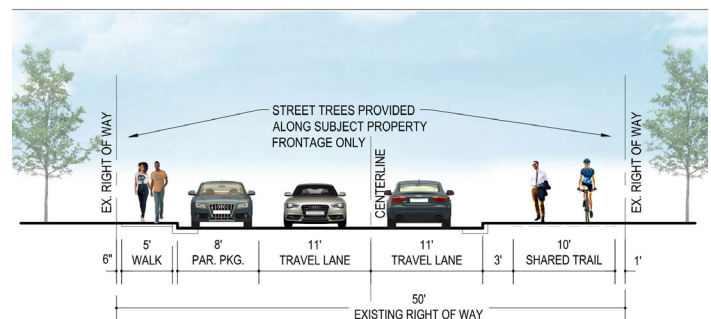
» Grant Avenue

- » The east side of Grant Avenue (northbound) is proposed to compliment the planned design for the southbound road section with on-street parallel parking, 10' concrete trail, street trees, and a landscape strip.



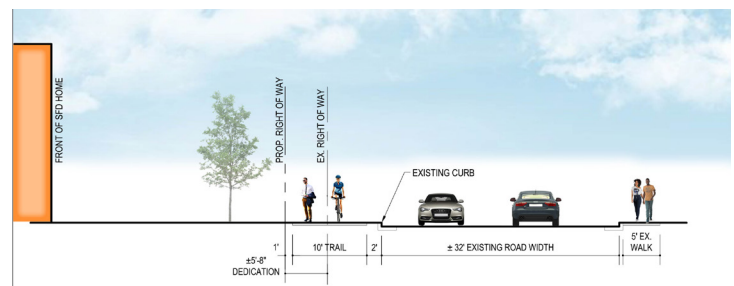
» Bartow Street

- » Proposed road improvements for Bartow Street will be provided for the entire section of roadways between Grant Avenue and Main Street and are incorporated within the existing 50' right-of-way. This roadway is designed as a hybridized Mixed Use Street with 11' travel lanes, on-street parallel parking, 5' sidewalk and a 10' shared bike / pedestrian path. Street trees will be provided immediately behind the ROW for portions of the roadway adjacent to the project.



» Main Street

- » Proposed road improvements for Main Street will be provided for the western side of the roadway adjacent to the project frontage. This roadway is designed as a Mixed Use Street that maintains the existing face of curb and travel lane width. Typical section provides a 1.5' landscape strip and a 10' concrete trail. Street trees will be provided immediately behind the ROW for portions of the roadway adjacent to the project.

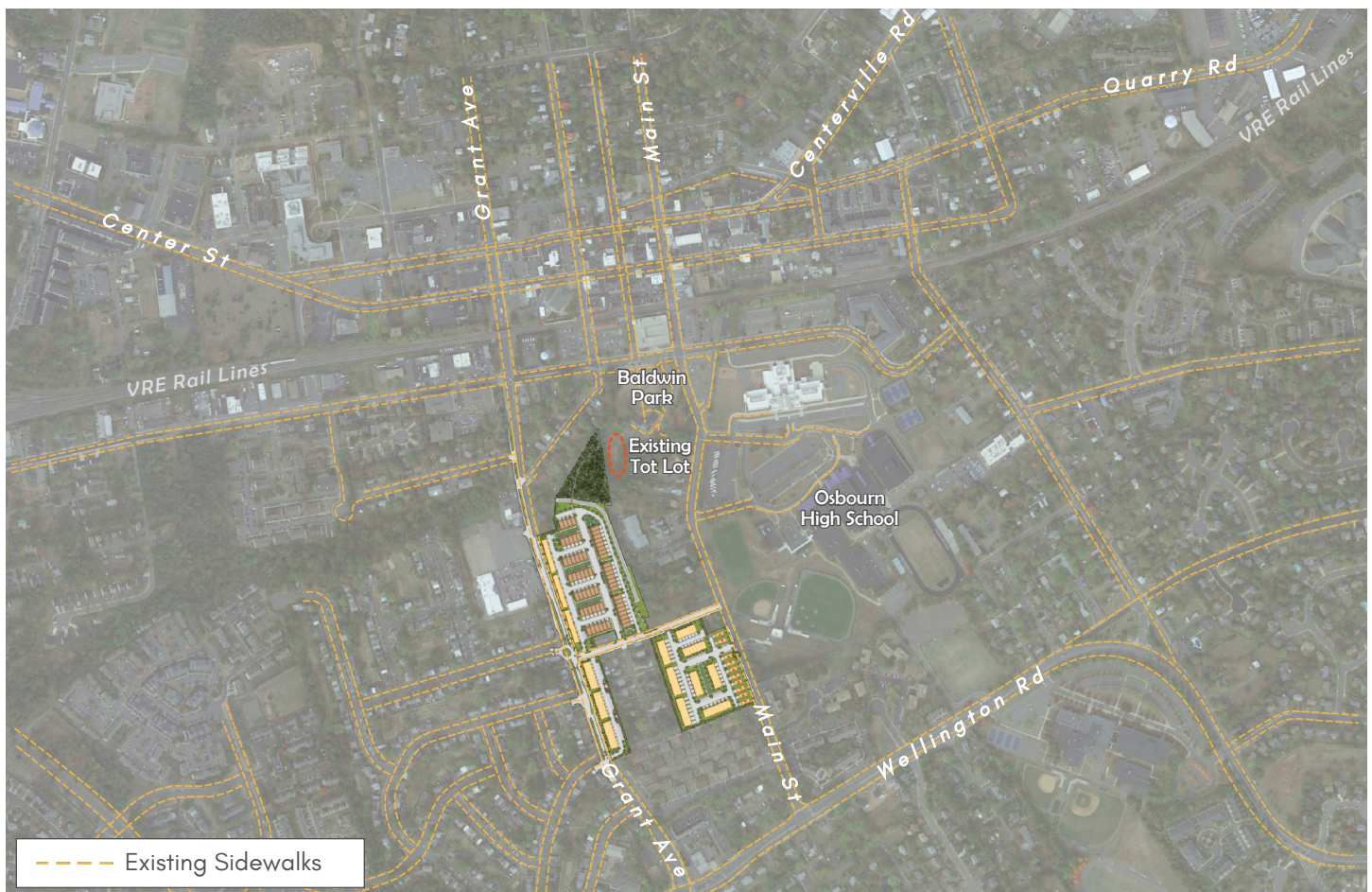


2.3 On-Street Parking

- » Parallel parking is provided on the internal street grid to provide ample overflow parking for residents and visitors.
- » Parallel parking minimizes the visual impact of large head-in surface parking areas.
- » Parking is located mid-block to allow for safe pedestrian crossings at internal street intersections.
- » Presence of parallel parking on internal street grid encourages reduced vehicular speed for pedestrian safety.
- » Parking areas will be evenly distributed throughout the community. Parking will include landscape planting areas with deciduous canopy trees to reduce visual impact and minimize the heat island effect.

2.4 Sidewalks and trails

- » Minimum 5-foot wide pedestrian sidewalks will be provided adjacent to internal roadways. Sidewalks may not be provided on both sides of internal streets due to driveways and aprons.
- » The pedestrian network from the internal roadways will provide connection from residential units to public gathering spaces, adjacent communities, schools and amenities.
- » Trails of varying width (6' - 10') will be provided within selected open space areas to provide connection between significant adjacent uses and internal amenity areas.



2.5 Site Furnishings

- » Street furniture will be used to promote a pedestrian friendly streetscape and encourage social gathering. Precedent images and specification information noted below indicate the quality and type of furnishings to be provided. Final selection to be determined at time of site plan and may be an approved equal.



Manufacturer: Victor Stanley
Model Name: RBF-28



Manufacturer: Dero
Model Name: Hoop Rack

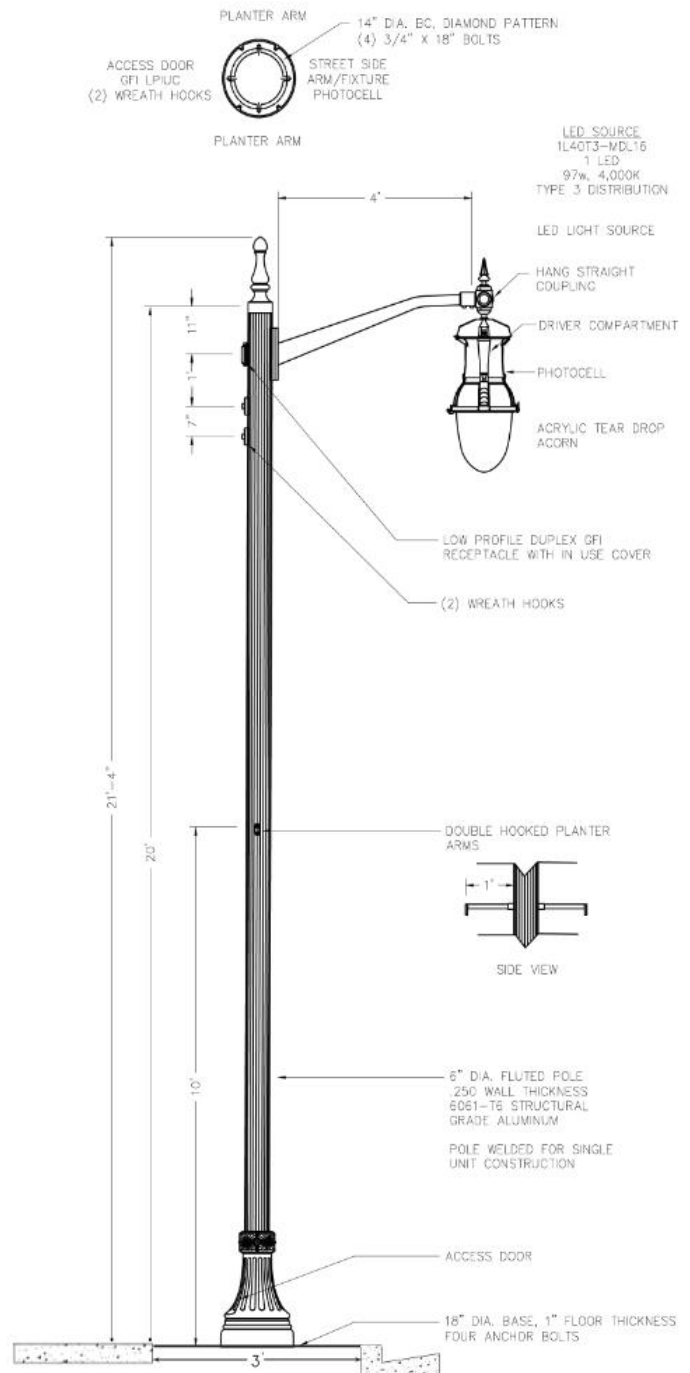
- » Street furniture integrated with usable public gathering spaces and along sidewalks support pedestrian life along streets and elevates the quality of the streetscape by providing places for people to sit and gather, deposit litter and store bicycles.
- » Site furnishings are of a similar style and quality and used to create a cohesive streetscape within the neighborhood. Benches and seating will be placed and arranged so as not to obstruct paths of travel.
- » Color of the selected furnishings is compatible to the overall color palette of the neighborhood.
- » Bike racks and bicycle parking shall be in conformance with DCSM 9-690.
- » The proposed bus shelter located on Grant Avenue will be per the City standard.



Manufacturer: Victor Stanley
Model Name: SD-42

2.6 Lighting

- » All lighting shall conform to the Lighting Standards set forth in DCSM Article 9.
- » Light poles will be consistent with the City standard Downtown Lighting Type: TS-20.6 with 6" diameter black fluted pole, mast arm and acrylic tear drop acorn lens.
- » All common area and exterior lighting shall be of an incandescent hue such as that generated by a high pressure sodium vapor laminar. Any illumination that generates a white light is not permitted.
- » Freestanding pole lights along internal roadways and in parking areas shall be of the same style used in the Downtown district.
- » No freestanding pole light fixtures shall exceed 18 feet from base to top of fixture.
- » The internal light fixtures will be the responsibility of the future HOA to maintain and ensure consistency.



3

OPEN SPACE AMENITIES

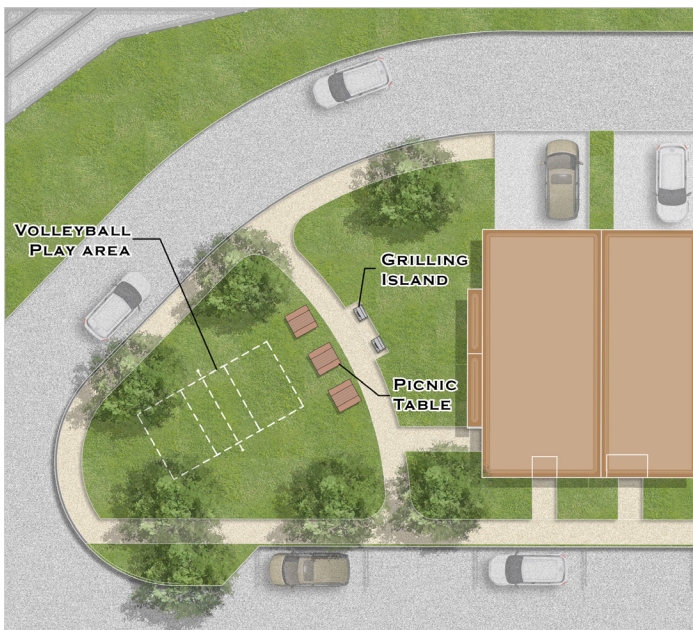
3.1 Open Space Overview

- » Residential buildings are arranged to form outdoor spaces for pedestrian activity in key locations. Active and passive recreation areas are programmed with elements to promote community gathering.
- » Pedestrian sidewalks and trails connect residents to the social gathering spaces.
- » The programmed spaces incorporate a diverse palette of landscaping to create a year-round visual interest and provide canopy shade coverage.



3.1.1 Play Lawn

- » This area serves as a multi-purpose gathering area for residents of all ages. The internal pedestrian network connects to the perimeter sidewalks. This space can be programmed for smaller social gatherings and informal play yet still allow for the entire space to be used for larger events. This amenity could be used as a picnic area with grills and seating to host birthday parties and social events.



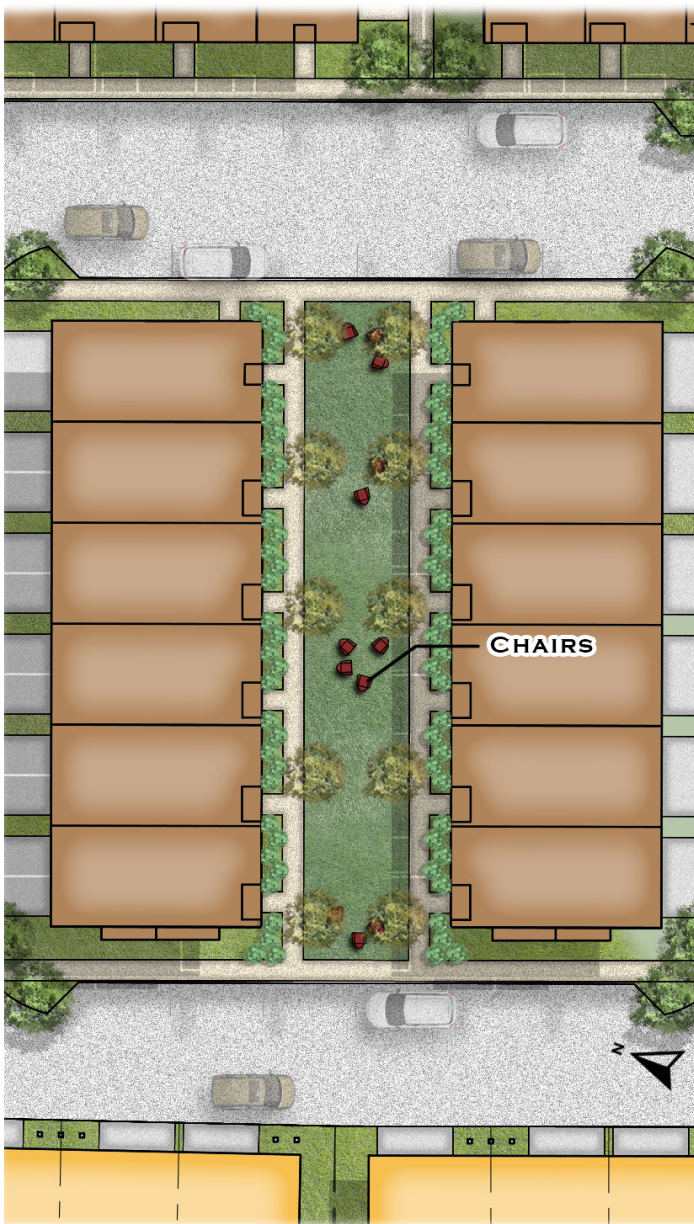
3.1.2 Neighborhood Trail

- » This linear park area provides an important link from Bartow Street to the internal pedestrian network and all the way to Baldwin Park. The trail will provide access for walkers, runners, parents with strollers and bicyclists to travel through the open space and adjacent to the existing outfall channel. The alignment of the trail will be maintained a safe distance from the channel and in certain areas a combination of fencing and/or landscaping will be provided to ensure a safe and enjoyable environment.
- » There is a potential future pedestrian bridge that crosses the channel which could provide a trail connection through the property to the east and connect to Main Street. This connection would be provided with the cooperation from the adjacent owner.



3.1.3 Mews

- » There are several open space areas situated between front facades of adjacent residential units. These areas serve as linear parks that provide a pedestrian connection separate from the sidewalks adjacent to vehicular roads. The central walkways are linked to the adjacent unit lead walks. Groupings of Adirondack chairs will be installed to promote smaller group social interactions.



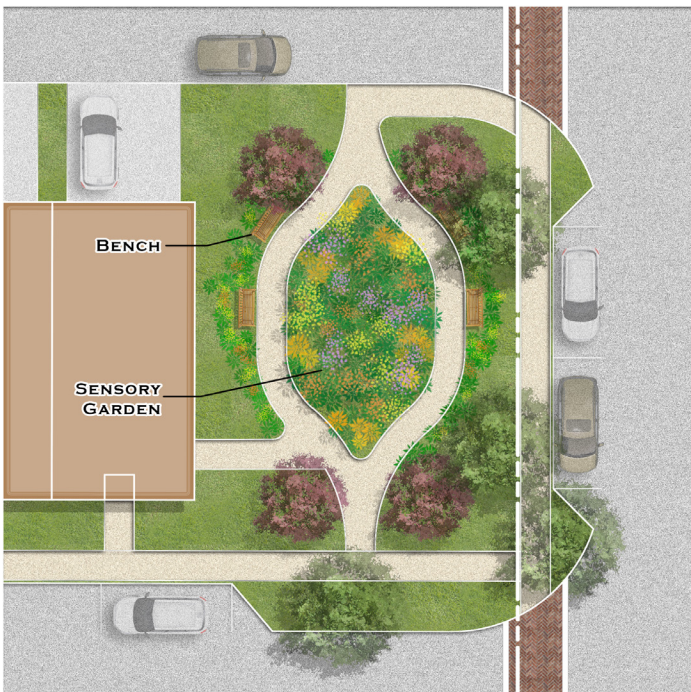
3.1.4 Community Park Link

- » This large open space at northern end of the project will provide an important connection from the project to the adjacent neighborhoods and recreational amenities. The existing site is forested with rolling topography. A trail will provide a pedestrian link to both Liberty Street and the existing tot lot at Baldwin Park. The trail would be comprised of porous asphalt to follow the existing pathways, limit negative impacts to the critical root zones of mature trees, and minimize impervious surface. Trail head markers will be provided at main entrance points and will include a general map and directional cues for the various activity areas. At intermittent points along the trail, there will be benches, educational signage for wildlife lovers and interpretative signage describing some of the historic events and/or landmarks.
- » The Baldwin Park tot lot area on the Manassas Museum property is a popular destination for City residents. The existing play equipment is in good condition and there is ample open space between the equipment, property line and internal travel ways. As part of our project, the applicant may provide additional playground or fitness equipment to augment the opportunities for play and social interaction. Improvements might also include additional seating and landscaping.



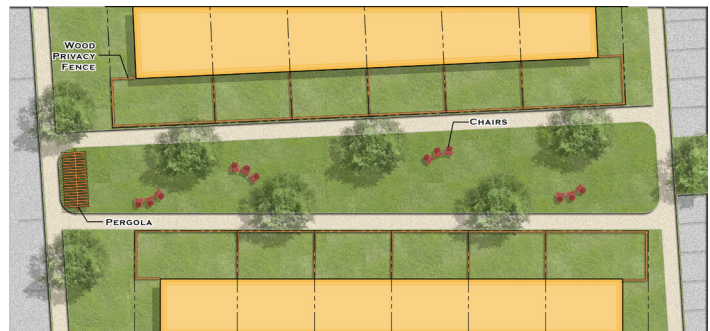
3.1.5 Bartow Park

- » This amenity area provides an open space park immediately adjacent to the Bartow Road streetscape and establishes a gathering space for the residents and community . Situated at the one of the primary entrances to the project, this area enhances the appearance of the community and buffers the side elevation of the residential unit.
- » Final design to be determined at time of site plan. Park will include internal walks, benches and enhanced landscaping. Final configuration and planting design is subject to change with final engineering.
- » The park may include a butterfly garden or sensory garden with meandering sidewalks and benches. A sensory garden is a self-contained garden area that allows visitors to enjoy a wide variety of sensory experiences. The planting palette will be designed to provide opportunities to stimulate the senses, both individually and in combination, in ways that visitors may not usually encounter. Sensory gardens improve physical fitness, mood and cognition.



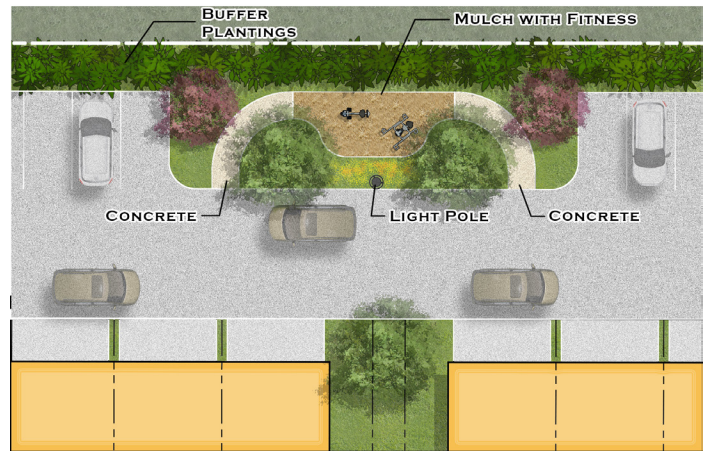
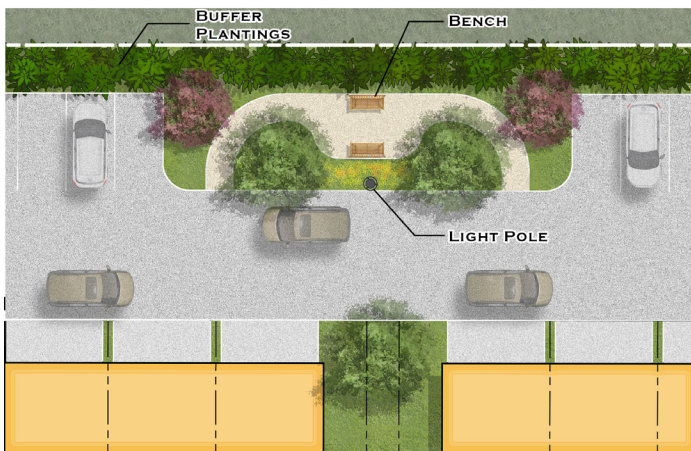
3.1.6 Central Green

- » This linear park is centrally located between four town home buildings and provides a linkage to the internal sidewalk network. A trellis or pergola will be located at one end to serve as a focal point . The open lawn area is ideal for informal recreation such as cornhole and lawn bowling. Adirondack chairs organized in informal groupings will invite residents to the use the space. The rear yards of the abutting townhomes will include a wood privacy fence to help designate the central green as a public space accessible to all residents.



3.1.7 Gathering Nodes

- » These amenity areas provide convenient active and passive areas of respite and recreation for residents to gather for social interaction. These nodes are located on axis with the open space between residential units and provide a visual link to the Grant Avenue streetscape. The central area includes benches and a variety of seating options with enhanced landscaping provide a natural buffer from the adjacent parking. The other area will include exterior fitness stations.



3.2 Wayfinding / Signage

- » Signage will maintain a consistent design throughout the community and support the overall character of the community.
- » Materials utilized in signage will complement the building facades. Signage will be relative in size to the audience the sign is intended for. Signage to direct pedestrians will be of a smaller pedestrian scale; signage to direct vehicles will be of a larger, vehicular scale.
- » Wayfinding signage will be installed on separate poles, not attached to street light poles, and will be coordinated in scale, color and materials.
- » Consideration will be made for colors that provide reflectivity and are visible at all hours of the day / night.
- » All signage will be in accordance with the City of Manassas Zoning Ordinance Article IV or as modified.



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3.21 Entrance Features

- » Freestanding entrance features will be provided at primary site entrances as shown on the GDP. Specific locations and design are subject to change with final engineering and design.
- » Signage will be in conformance with ZO Article IV. Signs or as modified.
- » Entrance feature piers will be constructed of brick or stone with embedded logo panel. Plant material will be provided at base of entrance feature to enhance the appearance.
- » To the greatest extent possible, all electrical elements such as wires, conduit, junction boxes, transformers, ballast, switches and panel boxes shall be concealed from view.
- » The maintenance repair and replacement of signs located on the site will be the future responsibility of the HOA.



3.3 Equipment Screening

- » Ground-level HVAC units will be located to the sides and rears of residential buildings to the extent possible.
- » When visible from a vehicular travelway, ground-level HVAC units will be screened with landscaping.
- » Rooftop mechanical equipment on the multifamily building will be screened with parapet wall and will not be visible from the street.



LANDSCAPE

4.1 Overview of Landscape Guidelines

Landscaping in the community will assist in the definition of space and community identity, to soften the vertical space, and provide a comfortable pedestrian experience. Benefits of a well-designed landscape include helping to manage stormwater, reduce heat island effects, provide shade and protection of non-vehicular travelers, buffer dissimilar uses, and dramatically improve the aesthetics of the community.

Large canopy trees and understory trees will be located along edges of amenity areas and in buffers. Buffers are areas that are planted in a naturalized manner, and provide an edge to the community. These areas can include a wide variety of plantings to create a dense, layered effect. Conversely, street plantings are laid out in an organized manner. Multiple species of trees, based on DCSM 3-490.1 Recommended Tree and Shrub List, will be planted in groups or an alternating pattern along streets to help improve the long-term health and stability of the tree canopy.

All trees planted in common areas, including developed common amenity areas, will be native and/or regionally appropriate species. Buffer plantings will be provided in accordance with City of Manassas Zoning Ordinance (ZO) and Design and Construction Manual (DCSM) requirements, unless noted otherwise. Plantings supplemental to the minimum required plantings may be provided, particularly around building foundations and in amenity areas. Measures will be taken to utilize landscaping to provide sufficient visual buffers from roadways, alleys, and mechanical equipment (such as electrical transformers and air conditioning units).

4.2 Minimum Size Requirements and Planting Standards

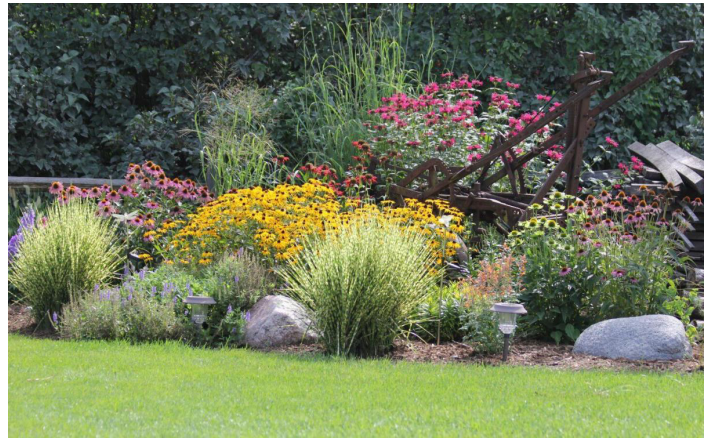
The following guidelines will be implemented for placement of street trees (large and medium shade trees) along roadways:

- » Street trees will be provided along ROW frontage and spaced regularly throughout the available planting area. Street trees along Grant Avenue, Bartow Street, and Main Street will be installed in a contiguous planting area behind the sidewalk.
- » Street trees will be provided at a rate of one (1) tree per 35 feet of ROW frontage, excluding intersections. Spacing between trees may be up to 50 feet on center as needed to coordinate with site constraints that may include, but not be limited to curb cuts, sight distance triangles, utility easements, and driveway aprons.
- » Street trees will be provided along private streets as shown on the GDP. Spacing of trees will be regular with a maximum distance between trees of 50 feet.
- » Street trees may not be provided along private streets with driveways given the curb cuts for driveways limit the room for trees.
- » Street trees will be a minimum of 4.5" caliper at time of planting.
- » Location and species of street trees along Grant Avenue will be coordinated to match those provided with the city's Grant Avenue improvements.

Quantities required for buffer plantings will be provided in accordance with the City standards, the GDP and these Design Guidelines. Plant material and plant types will utilize species listed in the DCSM and the Design Guidelines. The proposed plant palette included in the Design Guidelines is not intended to be exclusive and is provided to illustrate the general character and diversity of plantings. Final plant species to be determined at time of site plan and will be coordinated with the city arborist.

Plant size is an important consideration in creating a safe and secure street environment. When considering the location and size of plant material, vehicular and non-vehicular sight triangles will be maintained according to appropriate engineering standards. At crosswalks, the maximum height of shrub material will be no more than 30 inches from the top of the adjacent roadway. Similarly, plants more than 30 inches in height will not be located within the sight triangle of driveways measured from the adjacent roadway.

No landscape will be successful without adequate maintenance, and certain plants require more attention than others. For understory plantings, plants that are both hardy to urban conditions and regionally appropriate for the area will be used. Amenity areas will require a higher level of maintenance as the plantings selected will create a more manicured appearance. The buffer areas will maintain a naturalized appearance as they are intended to create a dense barrier that will screen views. Street trees and shrubs will be trimmed to maintain the appropriate sight distance.



4.3 Plant Palette

SHRUBS AND SMALL TREES

BOTANICAL NAME	COMMON NAME	SUGGESTED USE
Abelia x grandiflora	Abelia	Amenity Areas
Acer palmatum	Japanese Maple	Amenity Areas
Amelanchier canadensis	Serviceberry	Amenity Areas, SWM
Buxus 'Green Gem'	Boxwood	Amenity Areas
Carpinus caroliniana	Hornbeam	Streetscape, Buffers
Cercis canadensis	Eastern Redbud	Amenity Areas, Buffers
Cornus florida	Dogwood	Amenity Areas, Buffers
Deutzia gracilis	Deutzia	Amenity Areas
Fothergilla gardenii	Witch Alder	Amenity Areas, Buffers
Hydrangea spp.	Hydrangea	Amenity Areas, Buffers, SWM
Hypericum calycinum	St. John's Wort	Amenity Areas, Buffers
Ilex crenata / glabra	Japanese Holly / Winterberry	Amenity Areas, Buffers, SWM
Koelreuteria paniculata	Goldern-Rain Tree	Streetscape, Buffers
Lagerstroemia indica	Crape Myrtle	Amenity Areas, Buffers
Magnolia virginiana	Sweetbay Magnolia	Amenity Areas, Buffers, SWM
Oxydendrum arboreum	Sourwood	Buffers
Pieris japonica	Japanese Andromeda	Amenity Areas, Buffers
Prunus x 'Okame'	Okame Cherry	Amenity Areas, Buffers
Rosa spp.	Rose	Amenity Areas, Buffers, SWM
Spirea japonica	Spirea	Amenity Areas, SWM
Stewartia spp.	Stewardia	Amenity Areas
Stryax japonicus	Japanese Snowbell	Amenity Areas
Taxus baccata	English Yew	Streetscape, Buffers
Weigela florida	Weigela	Streetscape, Buffers



4.3 Plant Palette

MEDIUM AND LARGE TREES

BOTANICAL NAME	COMMON NAME	SUGGESTED USE
<i>Acer rubrum</i>	Red Maple	Streetscape, Buffers
<i>Betula nigra</i>	River Birch	Amenity Areas, Buffers, SWM
<i>Celtis occidentalis</i>	Hackberry	Streetscape, Buffers, SWM
<i>Cladrastis lutea</i>	American Yellowwood	Amenity Areas, Buffers
<i>Fagus grandifolia</i>	Beech	Buffers
<i>Ilex opaca</i>	American Holly	Buffers, SWM
<i>Liquidambar styraciflua</i>	Sweetgum	Amenity Areas, Buffers
<i>Liriodendron tulipifera</i>	Tulip Poplar	Buffers
<i>Nyssa sylvatica</i>	Black Tupelo	Buffers
<i>Pinus strobus</i>	White Pine	Buffers
<i>Pinus taeda</i>	Loblolly Pine	Buffers
<i>Platanus occidentalis</i>	American Sycamore	Streetscape, Buffers
<i>Quercus alba</i>	White Oak	Streetscape, Buffers
<i>Quercus bicolor</i>	Swamp White Oak	Streetscape, Buffers, SWM
<i>Quercus coccinea</i>	Scarlet Oak	Streetscape, Buffers
<i>Quercus palustris</i>	Pin Oak	Streetscape, Buffers
<i>Quercus phellos</i>	Willow Oak	Streetscape, Buffers, SWM
<i>Quercus rubra</i>	Red Oak	Streetscape, Buffers
<i>Thuja plicata</i> 'Green Giant'	Arborvitae	Amenity Areas, Buffers
<i>Tilia cordata</i>	Littleleaf Linden	Streetscape, Buffers
<i>Zelkova serrata</i>	Japanese Zelkova	Streetscape



4.4 Landscape Areas

Streetscape / Parking

- » A consistent tree canopy throughout the streetscape will create the appearance of the street corridor. Streetscape plantings primarily consist of large canopy trees that are limbed up per standard pruning practices and as required to provide a safe environment. Street trees buffer homes from traffic, which creates a comfortable experience for both motorists and pedestrians. Additionally, they create an identity for the community and have an aesthetically pleasing effect.
- » Street trees for Main Street will be coordinated to continue use of the same species. Street trees for Grant Avenue will be coordinated with species proposed with the ongoing road improvement plans.



SWM Facilities

- » Open space areas above underground facilities will be planted with a diverse mix of shrubs that are allowed within the easement area.
- » The banks and basins of proposed SWM bioretention facilities, if provided, will be planted with a diverse mix of shrubs, grasses and native meadow and wildflower mix that will include pollinator species. These natural meadows reduce maintenance for the HOA and provide an attractive natural feature.



Buffers

- » Buffers are areas of land set aside as a place to provide vegetation that will create a visual screen between two differing land uses. Composed of a variety of trees and shrubs, these buffers create a dense barrier that screens views, provides visual interest, and creates habitat for wildlife. The width of the buffer may be variable to meet City requirements and those defined within the Design Guidelines.
- » The B-3.5 zoning district requires a 25 foot wide landscape buffer area where the project abuts any residential district. The majority of the provided buffers are similar to the Type B Option 2 opaque buffer described in DCSM Table 3-470. In instances where the buffer width is proposed to be narrower, the provided plantings will be reduced proportional to the decrease in buffer width. Evergreen trees and large shrubs will be used to create an opaque buffer. In selected areas adjacent to single family homes, a 6-foot high opaque fence may also be provided to augment screening of views from adjacent properties. Fences may not be provided where there are existing fences on the property line or existing trees are to remain. Specific buffers with fences are shown on the GDP.



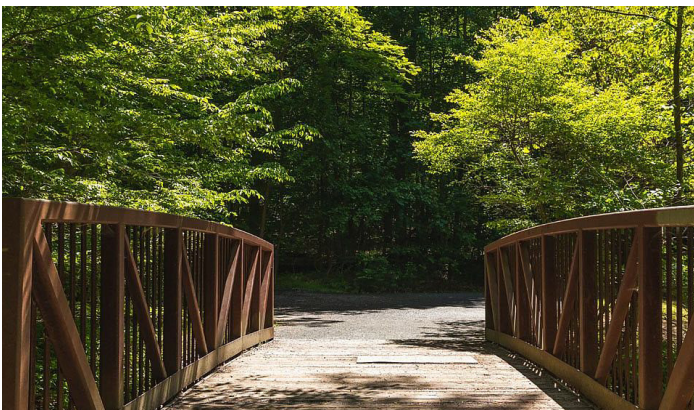
4.5 Amenity Areas

- » Amenities will be provided throughout the community, creating the feeling of community and provide opportunities for social gathering. These spaces will be located in areas that are well-utilized and convenient to access. Plantings will include ornamental trees, shrubs, and accent perennials designed to create an aesthetically pleasing and comfortable environment for the community.



4.6 Green Infrastructure and Sustainability

- » The landscape design is based on an ethic of preservation and integration in which the existing natural areas are preserved and celebrated to the greatest degree possible. The built landscape is designed to integrate and extend the fabric of the natural systems through the community and celebrate the unique beauty to be found there.
- » A sustainable landscape is one that conforms to the environment surrounding it, requiring only inputs (i.e. water, fertilizer) that are naturally available, with little or no additional support. It is self-sustaining over long periods of time. Well planned and maintained landscapes filter dust and other pollutants out of rainwater. Trees, shrubs and flowers create habitats for beneficial wildlife, reducing the need for pesticides.



- » While creating spaces to encourage a strong sense of place and high quality of life, every element in the design of the outdoor spaces also has a purpose in the ecological function and the health of the environment. To achieve these multiple functions, a menu of sustainable principles is utilized that includes:
 - Emphasizing regionalism and biodiversity with the use of Virginia native plants.
 - Restoring and preserving natural hydrology.
 - Preserving water resources.
 - Preserving natural habitat and wildlife corridors.
 - Creating connections between the larger ecosystem and the public recreational amenities.
- » Effective stormwater management is critical to protecting the watershed and achieving site sustainability. It is also an important part of the “green infrastructure” that connects the project to the natural environment through a network of interwoven native plant communities, drainageways and pedestrian corridors. The SWM facilities will be utilized in a way that will satisfy all regional and state stormwater management requirements.
- » The plant palette for the project is comprised of regionally appropriate species, a majority of which are Virginia natives.
- » The large 1.5+ acre parcel at the northern end of the project is comprised of a mixed-hardwood forest stand that will be preserved.



ARCHITECTURE

5.1 General Guidelines

In order to have a cohesive overall character for the community, a consistent design concept will be implemented for the building architecture, through a like palette of materials, colors, and architectural styles. To create visually engaging buildings, slight variations within the facades will be incorporated. These can include, but are not limited to; variation in wall planes, roof lines, detailing, and addition of architectural elements such as balconies, canopies, gables, dormers and awnings. Building materials will include; vinyl siding and trim, wood, hardie plank (or equivalent), brick, and stone. All paint colors will be complimentary to one another and to the other building materials.

Building design will consider the pedestrian experience, and provide a proportional relationship between the buildings, landscape, and street to create a pleasant user experience. Buildings will also provide interest at pedestrian eye-level, such as accent brick, decorative trim, and overhangs. All units will have an individual entrance to provide identity to the unit.



5.2 Residential Unit Types

» 5.2.1 Townhome – Rear Load

- » Building height will be no greater than 38' measured from first floor to roof mean.
- » Each unit includes a private garage and driveway that are oriented towards a vehicular drive aisle to the rear. These unit types allow for nicer front stoops, landscaped front yards, street trees instead of driveways and few, if any, curb cuts at sidewalks to increase walkability. These units provide opportunities for on-street parking at the front of unit that is convenient for visitors and deliveries.
- » The height, massing and design of these units is consistent with the appearance of the existing neighborhood.



- » Along Grant Avenue and Bartow Street, the front lead walks that connect to the sidewalk continue the existing relationship of homes to the street.



Front Elevations



Rear Elevations



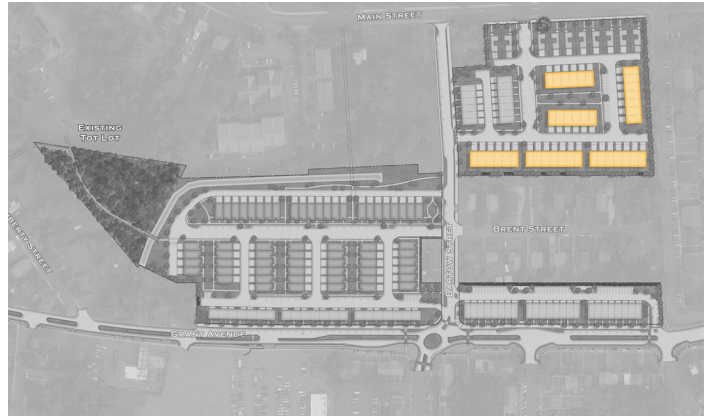
Standard Side Elevations



Enhanced Side Elevations

» 5.2.2 Townhome – Front Load

- » Building height will be no greater than 38' from first floor to roof mean.
- » Each unit includes a private garage and driveway that are oriented towards the front of the unit. These provide convenient access from the driveway to front door. These units also provide a private rear yard for use by residents.
- » The design of these units is consistent with the adjacent homes.
- » Rear yards will be enclosed with 6' wood fence.



Front Elevations



Rear Elevations



Standard Side Elevations



Enhanced Side Elevations

» 5.2.3 Townhome – Cottage Style

- » Building height will be no greater than 38' from first floor to roof mean.
- » These units are oriented towards Grant Avenue with front stoops, landscaped front yards, and lead walks that connect to the Grant Avenue streetscape. Each unit includes a private two-car garage that is oriented towards a rear vehicular drive aisle to the rear.
- » The height, massing and design of these units is consistent with the appearance of proposed townhomes to the south and the adjacent community.



Front Elevations



Rear Elevations



Side Elevations



» 5.2.4 Back to Back

- » Building height will be no greater than 48' from first floor to roof mean.
- » This product consists of two residential units in each module with each abutting along a common central wall. Both units utilize a shared common entry vestibule. Each unit has a private garage and driveway that is accessible from the front of the unit.



Front Elevations



Rear Elevations



Standard Side Elevations



Enhanced Side Elevations

» 5.2.5 Single Family Homes

- » Building height will be no greater than 26' from first floor to roof mean.
- » This is a single-family detached home with an alcove patio that provides a private outdoor amenity area for the residents. Each home includes an attached two-car garage and private driveway that is accessible from the rear.
- » The height and massing of these homes complements the existing character of Main Street.



Front Elevations



Rear/Side Elevations



Side Elevations



Rear/Side Elevations

5.3 Building Orientation and Setback

- » All units are oriented with the primary front façade facing a usable open space or a street with parallel parking, sidewalks and lead walks.
- » The common areas between the building façade and the sidewalk will be landscaped as shown on details within the Design Guidelines and the GDP. Street lights in these areas will provide adequate illumination for pedestrian safety.
- » Single family unit garages will be oriented towards a private street to minimize visibility from the perimeter public roadway system.
- » No building will be located closer than 12 feet from the back of curb of any street. No building will be located more than 44 feet from the back of curb of any street. Providing these consistent relationships of buildings to the street will reinforce the accessibility of public space along the streetscape.



5.4 Lot Layout Standards

- » Entrance: Each building shall have a primary pedestrian entrance on a street or public open space.
- » Mechanical, electrical and Utility Equipment: All mechanical and electrical equipment for each house shall be located to the rear or side of the front of the main mass of the residential structure, and shall be screened from view from any public travel way by architectural treatment, landscaping or both.



5.5 Architectural Standards

Architectural finishes and detailing for all residential products will be consistent. These precedent images represent the general character of recessed doorways and trim elements that will be used throughout the project.



The following describes specific design elements that will be incorporated with the architectural design.

Garages: All attached garages shall be integrated into the architectural design, and consist of the same quality of material and finish as, the principal structure. Attached garage foundation water tables must be of the same material as the main structure. Detached garages shall be of consistent character as the principal structure.

Brick Detailing: A minimum return of 2 feet around corners is required on all front brick facades unless there is an architectural element (brick chimney, bay window or building offset) that precludes the return.

Chimneys: Chimneys (interior and exterior) shall be integrated with the building and shall have a material and color compatible with the building architecture – brick or stone is preferred. Exterior chimneys on the ground level must be constructed to grade and may not appear to be suspended in the air, while those on upper levels must have a substantial base returning to the building façade. Flues shall be painted flat black, or the roof color.

Consistent Design: Each home shall be designed so that every face of the building is consistent with the selected architectural style, with similar siding materials or veneers utilized on every building face, and similar window size and placement, and door trim elements, on all building elevations. This does not preclude the use of different materials on a building projection or foundation, or a change of materials at a chimney or other projection, where historically such a change in materials might be found.

Decks and Patios: Decks, patios and balconies should generally be located in rear yards. Decks, porches and railings shall be painted, stained or left natural depending on the architectural style, color combinations and detailing of the home as well as visibility from any public street. Aluminum railings for decks shall be painted black.





Doors: Shall be painted or stained wood, fiberglass or steel with raised panel profiles. Transoms and sidelights shall have true divided lights or simulated divided lights with authentic muntins or in-glass mullions. Garage doors shall be wood, fiberglass, or aluminum and shall be painted or stained.

Exterior Colors: Paints for masonry applications shall have a flat finish. All exterior wood siding shall be painted or stained. Trim (balcony and porch posts, rails, window trim, rafter tails, etc.) shall be painted to compliment the main color of the building. An accent color, for items such as the front door, balusters, trim, and shutters, may be used.



Fencing: Fences must be constructed of natural wood, 3 or 4-rail split or wrought iron. Fences made of wood must be of natural color, constructed with the finished side facing out, and properly maintained. Wood privacy fences must have horizontal (level, non-sloping) tops that step to accommodate change in slope. The design of the fence installation may include brick or stone piers at corners and significant changes in direction. The bottom of installed fences may either step with or be parallel to ground in cases of steep slopes. The bottom of the boards must be 4" from the ground to allow for drainage.



Foundation: Brick or stone water table is required on the front and sides of all residential structures constructed on corner and interior lots when the exposed basement wall masonry is greater than 12 inches in height. The water table is not required if the water table is not visible from a public street or screened by landscaping.

Gutters and Downspouts: Gutters and downspouts must be painted to match the color of the surface to which they are attached or painted the house trim color. Downspouts shall be placed on the corner of houses on the façade least visible from the street and/or integrated as a feature within the façade at non-corner locations.

Mailboxes: Single family attached mailboxes shall be standard USPS designed “gang” boxes and installed at locations as mutually agreed upon by the building and the USPS. If freestanding mailboxes are used they should be located at the curb immediately adjacent to the driveway or lead walk.

Metal Flashing: Exposed metal flashing, vents, pipes, etc. shall be painted to blend with the surface to which they are attached.

Refuse Storage: All trash and recycling containers will be stored internal to the unit. The HOA will provide trash service for all residents. Trash pick up days will be synchronized for the community to limit the time refuse and recycling containers will be outside.

Security Devices: Security devices must be installed without detracting from the design integrity of the building. Security signage should be placed proximate to the front door.

Skylights: Skylights must be well integrated into the overall building design, with low profile and shall be flat or with a slight curve. Skylights must be installed parallel with the roof ridge and edges, with frames painted to blend with the color of the roof.

Trim: Exterior architectural trim shall be suitable for a painted finish or prefinished. Stone or cast stone trim details may be used. Metal elements shall be natural colored galvanized steel, anodized or ESP aluminum, marine-grade aluminum, copper, cast iron, or wrought iron. All corner trim shall be a minimum width of 3 inches.



CONCLUSION

The Van Metre Homes at Manassas Design Guidelines are intended to establish protocol as creative framework during the design process. They should be used as guiding principles to implement the vision of the community as a cohesive, high-quality, attractive neighborhood community. Any images contained in these guidelines are for illustrative purposes only and should be used as conceptual representation of how the project may be developed. These Design Guidelines aim to be prescriptive enough to accommodate ideas which may arise during future implementation and flexible enough for creativity and innovation through the project's lifespan.



VAN METRE HOMES AT MANASSAS

Manassas, Virginia

Van Metre Companies

APPENDIX A
ILLUSTRATIVE PLAN

04.12.2021

Scale: 1"=60'

